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<p>Organization of transportation of petroleum products from Baku to Gurev</p> <p>INDEX BY SHIPMENTS.</p> <ol style="list-style-type: none"> Petroleum products were shipped from Baku to Gurev even before World War II even though their volume was insignificant. Transportation of dry cargo and passengers constituted the major volume of shipments to Gurev from Astrakhan. A serious break in these shipments occurred [] as a result of a fire which broke out on the Gurev Sea Roadstead. The fire destroyed the loading point (doker) "Kommuna", which served the roadstead staff and lighthouse, as well as several loaded petroleum tank barges and tugboats. During World War II, particularly [] when Baku and Astrakhan were practically cut off from the central regions of the country, the responsible chiefs of the Ministry (at that time, People's Commissariat for the Merchant Fleet) tried to have the bulk of cargo from Baku channeled through Gurev. However, this attempt did not succeed because of the inadequate handling facilities available at the Gurev petroleum harbor and the unsatisfactory technical condition of the Ural-Caspian Canal. Practically the entire flow of petroleum cargo from Baku was channeled through Krasnovodsk, although a large percentage was left behind in Baku and not moved out at all. From the [] shipping season on, a great deal of attention was directed towards shipment of petroleum products from Baku to the central part of the country via Astrakhan'. Gurev as a point of destination was disregarded entirely. The Ural-Caspian Canal quickly went out of commission as a result of the accumulation of heavy silt deposits. Personnel of the Gurev petroleum tanker and dry cargo shipping agency got their regular pay without, however, doing a stitch of work in return. 																							
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3. After World War II, [] an attempt was made to resume transportation of passengers as well as of dry cargo from Astrakhan' to Gurev. This effort, failed, however, since not only the Maritime but also the river section of the Uralo-Caspian Canal went out of commission. 50X1-HUM
4. [] a government order was issued assigning plant No 441 (a new plant) to provide for the shipping of fuel oil (gasoil) from Baku to Gurev. In order to insure fulfillment of this mission, energetic measures were taken to reopen the maritime section of the canal for navigation. The job itself was carried out by dredging machines of the Astrakhan'sk Roadstead Administration of the Technical Fleet, "Reydtankflot". The on-the-spot director of dredging operations was [] Chaburakhin, formerly chief of "Reydtankflot" now chief of the Azovsk administration of sea lanes, and [] Polyakov, former chief of the main administration of sea lanes of the Ministry. As a result of these operations, [] it became possible though difficult, to float small-tonnage vessels over the maritime section of the canal. [] organizational steps were taken to insure shipment and transshipment of petroleum products in Gurev. Together with Loginov, former head of the "Reydtanker" shipping line [] an experimental haul of fuel oil (gasoil) was started from Baku to Gurev. Approximately 150,000 tons of fuel oil were shipped to Gurev for the remainder of [] navigational season. 50X1-HUM
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5. From that time on shipments of fuel oil proceeded regularly, always increasing in volume while the transportation of passengers to Gurev by sea proceeded irregularly and [] was entirely halted. With minor exceptions, dry cargo was not shipped to Gurev after World War II. It is true that the "Morskoy Flot" Journals [] report that it was planned to open passenger maritime traffic between Astrakhan' and Gurev for [] shipping season. However, all one can say about that is, that such promises made year after year were never fulfilled. 50X1-HUM
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6. The passenger steamship "Krasnoarmeyets", formerly used for service on the Astrakhan -Gurev passenger line, has been re-equipped and is now being used as a floating rest center for maritime personnel. The second passenger steamship of the same line, the "Geliotrop" is undergoing capital repair for the seventh straight year at the Astrakhan'sk Merchant Fleet Ship Yard. In the [] issues of the "Vodnyy Transport" journal it has been reported that the steamship "Geliotrop" is still in dry dock and nobody knows when it will come out of repair. 50X1-HUM
7. Consequently, plant No 441, [] until the present date, has not been engaged in shipping anything but sea oil from Baku to Gurev. [] officially that for the future only shipments of gas oil were to be sent to Gurev. 50X1-HUM
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8. Five organizations are involved in the shipment of gasoil from Baku to Gurev. They are: Azerbaidzhan Administration "Glavneftyshtyt" (Main Administration for the Marketing of Petroleum) which belongs to the Ministry for the Petroleum Industry; the Caspian State Merchant Petroleum Tanker Steamship Line "Reydtanker"; the Astrakhan'sk State Roadstead Petroleum Tanker Steamship Line, "Reydtanker"; the Gurevsk District Administration "Glavneftyshtyt"; and Plant No 441.
9. Actually shipments are carried out as follows: In Baku the "Reydtanker" shipping line receives a shipment of fuel oil from the "Glavneftyshtyt" administration and the proper shipping documents. The load in the tankers, (usually heavy load tankers of 10,000 tons capacity) is shipped to the [] Port Sea Roadstead [] and there it is transferred into heavy-load barges of the "Reydtanker" shipping line (capacity 5,000 tons). At the same time the leading officials (priyemostochiki) of the "Reydtanker" and "Reydtanker" shipping lines, who are permanently stationed on the 14 Port Sea Roadstead, draw up the loading documents and as soon as this is accomplished the cargo becomes the responsibility of the "Reydtanker" shipping line. During this 50X1-HUM

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process the skippers of the barges used to take a sample of the cargo in order to have the quality of the oil analyzed in the laboratory later on. The "Reydtanker" shipping line planned to set up a laboratory on the 14 Foot Sea Roadstead in order to analyze the quality of oil products there.

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10. From the 14 Foot Sea Roadstead the barges loaded with fuel oil are hauled by tugboats to the Gurev Sea Roadstead. There is an agency of the "Reydtanker" shipping line in Gurev and on the Gurev Sea Roadstead the appropriate staff of loading officials, equipment for transfer of cargo and fleet of small-tonnage vessels (barges and tugs) are available. At this point the cargo from the heavy-load barges of the "Reydtanker" shipping line is transferred to light-tonnage barges (low-draft river boats) of 800 to 1,000 tons capacity. The proper shipping documents are drawn up by the loading officials (priyemostadchiki) and a sample of the cargo is taken.
11. Empty heavy-load barges return to the 14 Foot Sea Roadstead in order to pick up the next load of fuel oil (gazoil).
12. Light-tonnage barges (low-draft river boats) loaded with fuel oil are drawn by tugboats from the Gurev Sea Roadstead via the maritime section of the Uralo-Caspian Canal to Bolshoi Peshnoi Island. There the cargo is transferred from the barges to shore-stationed tanks (reservoirs) and shipping documents are drawn up by officials (priyemostadchiki) of the Gurev shipping agency of the "Reydtanker" shipping line. These officials are permanently stationed on Bolshoi Peshnoi Island as are officials of the Gurevsk Oblast administration, "Glavnyeftebyt". Transfer of the cargo is carried out by shore-based transfer equipment operated by the Gurevsk administration, "Glavnyeftebyt". Barges of the "Reydtanker" shipping line do not have transfer equipment of their own with the exception of one tanker, the "Chelyekyn", of 800 tons capacity. When this transfer is accomplished the cargo is no longer the responsibility of the "Reydtanker" shipping line but is in the custody of the Gurevsk Oblast Administration, the "Glavnyeftebyt".
13. Further movement of the cargo from Bolshoi Peshnoi Island to Plant No 441 in Gurev continues by a pipeline about 24-30 kilometers long and about 300-400 millimeters in diameter (possibly it is less than that, but at any rate not below eight inches). The loading documents for the cargo are drawn up at Plant No 441 between the loading officials of the plant and the loading officials of the Gurevsk Oblast administration, the "Glavnyeftebyt".

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THE BARTINSKIY MARITIME ROADSTEAD AND ITS IMPORTANCE

14. While carrying out shipments of petroleum products, the "Kasptanker" and "Reydtanker" shipping lines periodically receive orders from the Main Oil Tanker Fleet Administration of the Merchant and River Fleet Ministry. These orders are designed to carry out shipments of cargo from Baku to Gurev via the Bartinskiy Sea Roadstead, where a transfer of this cargo from the "Kasptanker" tankships to the "Reydtanker" barges is made. The Bartinskiy Sea Roadstead is situated between the Mangishlak peninsula and the Island of Balaly.
15. Shipments are carried out in the following fashion: As soon as the order regarding organization of petroleum shipments via the Bartinskiy Sea Roadstead is received, the "Reydtanker" shipping line dispatches a staff vessel to that place (sometimes the "Kasptanker" line does that). The staff vessel carries the dispatch and loading personnel (dispyutcherakiy i priyemostadchiki) of the "Kasptanker" and "Reydtanker" shipping lines. The heavy-load tankers with a cargo of fuel oil (gazoil) arrive at the Bartinskiy Sea Roadstead and their cargo is transferred to the heavy-load barges of the "Reydtanker" shipping line. The loading officials (priyemostadchiki) of both shipping lines simultaneously draw up loading documents and the barge skippers take samples of the cargo. From the Bartinskiy Roadstead the barges are hauled by tugboat to the Gurevsk Sea Roadstead and subsequent operations with the cargo are carried out in the same order as reported in the preceding chapter.
16. Large amounts of petroleum are not carried via the Bartinskiy Sea Roadstead. Beginning with the year 1964 up to 60-75,000 tons of cargo on the average was shipped via this point every shipping season. Operations at the Bartinskiy Roadstead cover a period of one to one and a half and

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rarely two months. [redacted]

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17. Shipments via the Bantinskiy Sea Roadstead are officially regulated by the quota set for fulfillment of the transportation plan between the "Kasptanker" and "Reydtanker" shipping lines. In general terms this boils down to the following: [redacted] it was decided to build up the Bantinskiy Roadstead as a reserve roadstead for the benefit of the "Kasptanker" and "Reydtanker" shipping lines. [redacted]

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[redacted] this decision was mainly made in pursuance of strategic aims in the event the 14 Foot Sea Roadstead and the Volga-Caspian Canal got put out of commission in case of war. In case Astrakhan and Baku are cut off from the Volga Main line it is intended to divert the flow of petroleum shipments through Krasnovodsk and the Bantinskiy Sea Roadstead and from there via Gurev.

18. Due to the present condition of the Uralo-Caspian Canal and due to the (limited) traffic capacity of the Gurevsk petroleum harbor, the Bantinskiy Roadstead can actually render little use. This has been realized by the managers of the "Kasptanker" and "Reydtanker" shipping lines as well as by the Merchant Fleet Ministry and the Ministry for the Petroleum Industry. A number of measures have been contemplated in this respect, for instance:

- (a) [redacted] the capacity of the petroleum base on Bolshoi Peshnoi Island was considerably increased and brought to approximately 180,000 tons where the capacity had been about 100,000 tons before.
- (b) It was proposed to install within the next few years a second pipeline from Bolshoi Peshnoi Island to Gurev.
- (c) It was intended to carry out capital overhaul and repair work on the Uralo-Caspian Canal combined with reconstruction (reinforcing the edges with special screens).

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19. [redacted] construction work on a petroleum pipeline had not been started and was not being planned.

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20. With regard to the reconstruction of the Uralo-Caspian Canal, it may be noted that [redacted] a large number of canal reconstruction projects had been worked out; a great deal of paper was wasted in writing them up but the actual job was never done; it was not even projected and funds for the job were never allotted. In addition, the available dredging fleet of the Astrakhan administration of the roadstead technical fleet was able to do very little by way of improving the navigational condition of the maritime section of the canal, since the quality of the job is of low caliber.

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21. It is possible that some effort has been made in this respect at this time [redacted]. Judging by various articles published in the "Morskoy Flot" and "Vodnyy Transport" journals [redacted] the situation with reference to the Uralo-Caspian Canal continues to remain as unsatisfactory as it was [redacted] with the "Reydtanker" shipping line.

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SHIPMENTS MADE VIA THE SHIPMENTS OF FUEL OIL FROM BAKU TO GUREV

22. Shipments and transshipments of fuel oil from Baku to Gurev are the responsibility of the appropriate fleet with the aid of all loading-unloading facilities available to the different organizations involved in the shipments.
23. The "Kasptanker" shipping line assigns two tankers of the "Baku" type (formerly motor-ship "Baku"), each of them having a capacity of 10,000 tons, for the shipment of fuel oil from Baku to the 14 Foot Sea Roadstead. These tankers work alternately in order to regularize the cargo-delivery, although generally deliveries are quite irregular. [redacted] the

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following tankers were engaged with shipments of fuel oil: The Diesel-Electro-ship "General Azi Aslanov" and the motorship "Agamali Ogly", each of them having a capacity of 10,000 tons. The loading of tankers in Baku is carried out by means of shore-based loading equipment belonging to "Glavnyefteybyt". Unloading of the tankers into barges of the "Reydtanker" shipping line at the 14 Foot Sea Roadstead is carried out by the line's own cargo pumps. Two electrical centrifugal cargo pumps equipped to handle from 1200 to 1500 tons of cargo per hour are installed on tankers of this type.

24. The "Reydtanker" shipping line assigns four barges of the "Balakhany" type, each having a capacity of 4560 tons (actually barges of this type carry a load of up to 5000 tons), and two reserve barges of the same type for the shipment of fuel oil from the 14 Foot Sea Roadstead to the Gurevsk Sea roadstead. Double-screw motor ships of the "Lastochki" type, the main engines of which have a total capacity of 900 hp each, are used as tugboats. [] motor ships of the indicated type, namely the "Dzhambul" and the "10 Godovshchina Otkryabrya", usually plied the 14 Foot Sea Roadstead-Gurevsk Sea Roadstead route.
25. As principal loading equipment the "Reydtanker" shipping line, at the Gurevsk Sea Roadstead, uses the oil tanker barge "Novobogatinak", capacity 3600 tons, steam power plant-driven equipment and a position loading-pump type "Kameron" with a capacity of 200-250 tons of cargo per hour. In addition, the "Reydtanker" shipping line tankers "Kalinin" and "Cheleken" are periodically used as auxiliary pumping vessels. The former dry-cargo steamship "Mary", which was formerly assigned to the "Kaspflot" shipping line and which was withdrawn from operations because of technical defects, is being used as a staff vessel at the Gurevsk Sea Roadstead. The administrative, dispatch, receiving, and maintenance personnel of the Gurevsk Sea Roadstead are stationed on the landing ship "Mary". This landing ship is also a lightship showing the location of the Gurevsk Sea Roadstead and the entrance to the Uralo-Caspian Canal. The landing ship displays a continuous white light, which is visible for a distance of 12-14 nautical miles.
26. [] steel oil tanker barges, with a capacity of 800 to 1000 tons each but with no pumping equipment of their own, are assigned by the "Reydtanker" shipping line for the shipment of fuel oil from the Gurevsk Sea Roadstead to Bolshoi Peshnei Island. (The reason so many barges are assigned to this job is to allow for unavoidable operational losses. [] six of these barges were operative, but the others were either up for capital repair or "moth balled".) In addition, the self-propelled barge tanker "Cheleken", tonnage 800 tons, which is equipped with loading pumps is assigned for shipment of petroleum products and, if needed for the purpose, as a pumping vessel also. (The motorship "Cheleken" was obtained [] in payment of reparations).
27. To provide for hauling barges from the Gurevsk Sea Roadstead to Bolshoi Peshnei Island, the "Reydtanker" shipping line assigned the following elements:
 - (a) New tug motor ships type "PB" amounting to five units. These motorships were built in the High Ship-Building and Ship-Repair Plant. The capacity of the main engines of each of these vessels is 150 HP. They are single-screw vessels.
 - (b) Two old tug motor ships, cutter type, the main engines having a capacity of 100 hp each. [] these motor ships ceased to be used as tug boats but were used for retreating the canal for maintenance, as auxiliary vessels, and for short passenger hauls.
 - (c) The paddle-wheel tug steamship "Vozdush", capacity of main engine 200 hp.

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28. Vessels from the Gurevsk Sea Roadstead to the Bolshoi Peshnoi Island cove proceed along the maritime section of the Uralo-Caspian Canal. The distance between these points is 12-14 nautical miles, the width of the canal is about 40 meters, and the depth of the canal about 2 - 2.2 meters. The canal is equipped with buoys, small lights and spar-buoys. From the Gurevsk Sea Roadstead in the direction of Bolshoi Peshnoi Island, for approximately six nautical miles, the canal is equipped with buoys lighted by acetylene when it gets dark. From the turn and further on towards the island, the canal is equipped with small lights displayed from small wooden boats from the masts of which kerosene or acetylene lamps are turned on when darkness falls. In addition, this section of the canal is equipped with stakes (spar-buoys).
29. Bolshoi Peshnoi Island barges are unloaded in a narrow bay (cove), the water area of which occupies about 0.15 - 0.20 square kilometers. The length of the shore line facing the cove is about 500 meters. The cove cuts into the island for a depth of about 300-400 meters. The depth of the water in the cove is about 2.5 meters. In the cove (along the frontal shore line) two wooden piers running parallel with the shore line have been installed. Pipelines lead to these berths and over the pipelines structures with hose connections fastened to them were built. Each of these berths is about 150 to 180 meters long. Technically these berths are in satisfactory condition.

OPERATIONAL DATA ON OPERATIONS OF THE FLEET EMPLOYED IN SHIPMENTS OF FUEL OIL TO GURVY.

30. Operational data on the operation of the fleet on the Gurev route are compiled from the vessels running time when loaded and empty, stopping times, and times spent on auxiliary operations (acceptance and release of tug-boat, mooring operations, connecting and disconnecting of hose).
31. Operational data on heavy-load barges operating along the route 14 Foot Sea Roadstead-Gurevskiy Sea Roadstead, are compiled from the following figures (average figures are taken):
- | | |
|---|--------------|
| (a) Admission, release of tugboat, fastening to tanker | - 0.5 hours |
| (b) Fastening of hose line | - 0.3 hours |
| (c) Filling oil out | - 5.0 hours |
| (d) Disconnecting hose line and casting off | - 0.2 hours |
| (e) Fitting of tugboat | - 0.5 hours |
| (f) Running time loaded | - 44.0 " |
| (g) Admission, release of tugboat, mooring | - 0.5 hours |
| (h) Connecting hose line to petroleum station | - 0.2 hours |
| (i) Pouring oil, taking into account time lost on rearrangement of barges | - 30.0 hours |
| (j) Disconnecting hose line and casting off | - 0.2 hours |
| (k) Acceptance of tugboat | - 0.5 hours |
| (l) Running time empty | - 26.0 hours |

Consequently a return trip of a heavy-load barge whistling the route 14 Foot Sea Roadstead-Gurevskiy Sea Roadstead will take about 90 hours. This period may fluctuate and be extended or shortened depending on the fluctuating operational elements. As a matter of fact, the barge's turn-over operation must frequently consume considerably more time on account of all sorts of unproductive detourages on the 14 Foot or Gurevsk Sea Roadsteads.

32. Operational data for flat bottom barges plying the route Gurevskiy Sea Roadstead-Bolshoi Peshnoi Island may be gleaned from the following data:
- | | |
|---|-------------|
| (a) Admission, release of tugboat, fastening to petroleum station | - 0.5 hours |
| (b) Fastening of hose line | - 0.2 hours |
| (c) Fuel oil in | - 4.0 " |
| (d) Disconnect hose line and cast off | - 0.2 " |
| (e) Fitting up tugboat | - 0.5 " |

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|---|-------------|
| (f) Running time loaded | - 5.0 hours |
| (g) Admission, release of tugboat, mooring | - 0.3 " |
| (h) Feeding oil out by means of two hoses, allowing for cleaning time | - 3.0 " |
| (i) Disconnect hose line and cast off | - 0.3 " |
| (j) Pick-up tugboat | - 0.5 " |
| (k) Running time, empty | - 2.0 " |

Thus, the average round trip for low-draft barges on the Gurev Sea Roadstead-Balashai Peshnai Island run takes 17 hours. In practice running time for these barges is longer because of unproductive delays at docks and petroleum depots as well as frequent stops on sand banks by the loaded barges in the canal.

6. THE ORGANIZATIONAL-ADMINISTRATIVE ASPECTS OF TRANSPORTATION.

33. Providing for shipments of fuel oil from the 14 Foot Sea Roadstead to Balashai Peshnai Island is the responsibility of the "Reydtanker" shipping line. The actual fulfillment of tasks connected with oil shipments from Gurevuk Sea Roadstead to Balashai Peshnai Island is the responsibility of the Gurevuk maritime agency, which is part of the "Reydtanker" shipping line organization. The head of this agency is directly responsible to and subordinate to the deputy chief for operations of the "Reydtanker" shipping line.

34. The Gurevuk maritime agency of the "Reydtanker" shipping line is composed of the following personnel:

(A) Administrative-executive personnel in charge of the agency's general business management comprising the following sectors and positions:

	Number of People
(a) Chief of agency	1
(b) Deputy chief of agency	1
(c) Economic expert for commercial problems	1
(d) Inspector of cadres	1
(e) Inspectors-cadre clerks	3
(f) Secretary	1

(1) Planning Sector.

(a) Chief of sector	1
(b) Engineer	1

(2) Labor and Wages Sector.

(a) Chief of sector	1
(b) Engineer	1
(c) Technician	1

(3) Accounting.

(a) Chief Accountant	1
(b) Senior Accountant	1
(c) Accountant	1
(d) Bookkeeper-cashier	1

(4) Administrative-Housekeeping and Warehouse Sector.

(a) Machinist	1
(b) Cleaning woman	1
(c) Yard man	1
(d) Warehouse manager	1

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Altogether the administrative-executive personnel staff contains 21 positions. The residence of the personnel of this apparatus is located in the town of Gurev. The deputy-chief of the agency is permanently stationed at the Gurevsk Sea Roadstead during the Navigational Season.

(B) Operational-production personnel, exclusively concerned with operations governing shipment of petroleum products, comprising the following sectors and positions:

(1) Bolshoi Peshnoi Island transshipment point.

	Number of Persons
(a) Chief of transshipment	1
(b) Senior transshipment official	1
(c) Transshipment officials	3

(2) Gurevsk Sea Roadstead operational staff.

(a) Dispatchers	3
(b) Senior transshipment official (priyemodatehiki)	1
(c) Transshipment officials	1
(d) Technician	1

(3) Operational personnel of agency stationed in the town.

(a) Group mechanic	1
(b) Senior cargo supervisor	1
(c) Cargo supervisors	3

Altogether the operational-production personnel staff of the agency holds 18 positions. During the navigational season almost every one of the officials holding these positions is stationed on Bolshoi Peshnoi Island and at the Gurevsk Sea Roadstead. Since dry cargo is not shipped to Gurev by water, cargo supervisors are put to work in the accounting office of the agency and one cargo supervisor is an assistant to the economist charged with commercial problems. Formally, this is a violation of staff discipline.

(C) Communication service personnel, responsible for maintenance of radio communications with the "Reydtanker" shipping line management and the 14 Foot Sea Roadstead agency. The communication-service staff of the agency has the following positions:

	Number of Persons
(1) Chief of radio station	1
(2) 1st class radio operators	3
(3) 1st class-radio technicians	3

The agency's radio station is located on the landing ship "Mary" at the Gurevsk Sea Roadstead during the navigational season. During the off season the landing ship is transferred to Astrakhan for repair, but the radio station is relocated either on Bolshoi Peshnoi Island or in the town of Gurev.

(D) Personnel of the Uralo-Caspian Canal technical section, charged with maintaining uninterrupted operations by keeping the canal navigable. The technical staff of the Uralo-Caspian Canal holds the following sectors and positions:

	Number of Persons
(1) Chief of the technical section	1
(2) Engineer	1
(3) Technician	1
(4) Operator	1
(5) Sentries	3
(6) Laborers	4

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(a) Survey and research detachment.

	Number of Persons
(1) Detachment chief	1
(2) Engineer	1
(3) Technician	1
(4) Sailors-Carsten	2
(5) Laborers	4

(b) Maritime Sea-lanes division.

(1) Division chief	1
(2) Senior lightship sailors	4
(3) Lightship sailors	8
(4) Light keepers	2

(c) Division of river-ways.

(1) Division chief	1
(2) Senior buoy keepers	12
(3) Buoy keepers	18
(4) Manager of semaphore station	1
(5) Semaphore station	2
(6) Water-level station watch personnel	2

The personnel of the technical section therefore consists of 71 individuals. The members of this section are for the most part stationed on Belahai Peshnoi Island. Some of the buoy keepers are stationed at established points along the delta of the Ural River. Since the division of river-ways is inactive, the personnel of this division are used in support of maritime sea-lanes employees and other auxiliary duties.

(E) Administrative and production personnel of the Gurevsk ship-repair shops, in charge of the agency's fleet repair. The Administrative and production personnel staff of the Gurevsk ship repair shops consists of the following positions:

	Number of Persons
(1) Head of machine shops	1
(2) Mechanic	1
(3) Technician	1
(4) Accountant	1
(5) Bookkeeper-cashier	1
(6) Wage- and work-quota planner (normirovshchik-planovik)	1
(7) Foreman	2
(8) Time-keeper	1
(9) Workers with all types of skills	40

(F) Personnel of the fire guard protection (has nothing to do with the shipping line and agency's militarized protection), charged with carrying out guard duties and observance of fire protection regulations. The fire guard protection staff consists of 18 individuals who perform the duties of guards, fire-fighters, motorists of the fire brigade motor pumps. A guard chief is at the head of the fire guard protection service. Fire guard protection personnel are not part of the militarized guard system of the shipping line and agency. Theoretically they are to be used for guard detail and to provide for the fulfillment of fire-protection regulations. In reality they are illegally used in the performance of a number of menial jobs in the agency.

35. Consequently, the total number of personnel of the Gurevsk maritime agency, not counting shipboard staff personnel, amounts to 125 persons with expenditures from a basic wage pay fund amounting to 220,000 rubles a year to cover their wages.

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36. The shipboard personnel of the transport and auxiliary fleet agency consists of approximately 110 persons and the expenditures from the basic wage fund to pay these people are about 900,000 rubles per year not counting premiums, mess expenses, bonus for longevity, other increases and bonuses.

7. DATA ON THE VOLUME OF PETROLEUM CARGO SHIPPED TO GUREV.

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37. [redacted] shipments of fuel oil to Gurev began [redacted] and continued regularly with an upward trend in the volume of shipments.

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38. [redacted]
[redacted] Regarding the volume of shipments [redacted] tentative figures, due to the fact that they were included in the preliminary rough drafts for the five year plan [redacted]

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39. Shipments of fuel oil from Baku to Gurev per year were characterized by the following data:

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Volume of Shipments in Thousands of Tons

150
200
250
300
350
400
450
500
550
600

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40. There were no shipments of dry cargo to Gurev [redacted] except deliveries of materials by vessels of the "Boydetankar" shipping line to cover requirements of the Gurevsk maritime agency.

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41. [redacted] attempts were made to deliver wood to Gurev in timber rafts. This delivery, however, entailed great difficulties because the rafts had to be guided over a very shallow section of the Black-Georgian Canal. In practice this was accomplished as follows:
The rafts were piloted to the Bolshoi Pusthei Island inlet where they were taken apart and subsequently delivered to Gurev in small lots.

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42. The transportation of passengers to Gurev by sea (until the termination of these shipments) was carried out in the following manner: The passengers reached Gurevsk Sea Roadstead by passenger steamboat. There they transferred to small launches and motorboats and thus reached Gurev.

BOLSHOI PUSTHEI ISLAND.

43. The Bolshoi Pusthei Island petroleum base is of tremendous importance with regard to the delivery of petroleum products for plant No 441 in the town of Gurev. Bolshoi Pusthei Island is the only transshipment and transfer point in the petroleum ship system Baku-Batumi Sea Roadstead-Gurevsk Sea Roadstead-Bolshoi Pusthei Island-Plant No 441 in Gurev.
44. Bolshoi Pusthei Island is the largest of the group of islands, which are called Pusthei. The island is five to six kilometers long and one to two kilometers wide. The island's soil is a mixture of sand and fine pebble shell. Vegetation on the island is non-existent except for the shore periphery which is covered with a growth of reeds of various sizes. In early spring grass appears on the island. Towards the middle of May it is brown and shriveled. In spring the island's inhabitants try to harvest this grass in order to use it for fodder for their cattle.

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45. The island has a population of about 70 to 80 persons. These people are mainly personnel of the Gurevsk maritime agency of the "Reydtanker" shipping line and of the Gurevsk Oblast administration "Glavnyeftyesbt", who live there with their families.
46. Transshipment of fuel oil via Bolshoi Peshnoi Island is carried out from barges of the "Reydtanker" shipping line to Plant No 441 in Gurev.
47. Barges with loads of fuel oil are hauled by tugboat from the Gurevsk Sea Roadstead to Bolshoi Peshnoi Island and taken to the island cove (11) for final mooring at pier No 1 (10) or pier No 2 (12) and transfer to reservoirs. Ordinarily the barges are taken to pier No 1. If there is a heavy flow of cargo, pier No 2 is used.
48. Pipelines, diameter about 250-300 millimeters, lead from the pumping compartments on the piers. The transfer of petroleum products may also be carried out by-passing the pumping compartment, directly over the main pipeline (13). This is done whenever the vessels have their own cargo transfer equipment. Ordinarily the vessels of the "Reydtanker" shipping line do not have their own transfer equipment and the transfer is made over the pumping compartment of Bolshoi Peshnoi Island. The only exception is the "Chelken", a tanker of 800 tons, which operates on the Gurevsk run and which is equipped with loading pumps.
49. The pumping compartment of the island is located in a one-story brick and plaster building painted white. In this building there are four horizontal steam reciprocating pumps (of which two are in operation and two in reserve in the event cargo should be moved from both piers at the same time). The output of each pump is up to 200 tons of cargo per hour.
50. At a distance of about 100 meters from the pumping compartment there is a brick and plaster building, also painted white, housing the boiler (5). In the boiler building are two return steam boilers, which produce the steam which is led over the steampipe (6) to the pumps. Between the boiler building and the reservoirs there is a chemical laboratory building (4) where the quality of the petroleum products brought in by the vessels is analyzed.
51. The reservoirs of the petroleum base of the island are of two types:
 - (a) 15 large reservoirs with a total capacity of 150,000 tons (3);
 - (b) 14 small reservoirs with a total capacity of about 30,000 tons.

There are no fences around the reservoirs and generally there are none around the petroleum base as a whole. However, the reservoirs are guarded. All reservoirs are of dark color. Adjacent to the reservoirs, along the shore, there is a wooden one-story office building for the Gurevsk maritime agency of the "Reydtanker" shipping line (transshipment staff) as well as the dispatch and transshipment headquarters for "Glavnyeftyesbt" (14).
52. The petroleum pipeline (1) to plant No 441, which goes out from the island, is laid out over the surface of the ground. The diameter of the petroleum pipeline is about 300-400 millimeters, possibly even less but at any rate not less than 8". Where the pipeline runs under water it rests squarely on the bottom of the sea. It may be noted in this connection that the depth of the sea from Bolshoi Peshnoi Island to the mainland does not exceed 0.5-0.8 meters.
53. The following are also located on Bolshoi Peshnoi Island:
 - (a) Bolshoi Peshnoi Island lighthouse (8) which is an open lattice wooden tower about 25 meters high. The tower carries a mast which has a yard for the display of storm signals. By day the mast carries black cones, at night red lights. Next to the tower there is a one-story house where the lighthouse keeper lives. The house is made out of sun-dried bricks of a mixture of clay with straw and cow manure).
 - (b) Lighthouse village (2), consisting of approximately eight one-story sun-dried houses.

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(c) Island village (2) one-story houses, mostly made out of reeds.

(d) Farmstead, which belongs to [redacted] [redacted], chief of the transportation unit of Baluchai Pashmai Island (from the "Reddember" shipping line). The farmstead consists of a one-story house and two sheds. Everything is made out of reeds.

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-end-

ENCLOSURES: (A) Sketch showing the Gurevsk Sea Roadstead, the Ural River Delta, and the location of the Petroleum Pipeline and Town with legend.

(B) Sketch of the Petroleum Depot of Baluchai Pashmai Island

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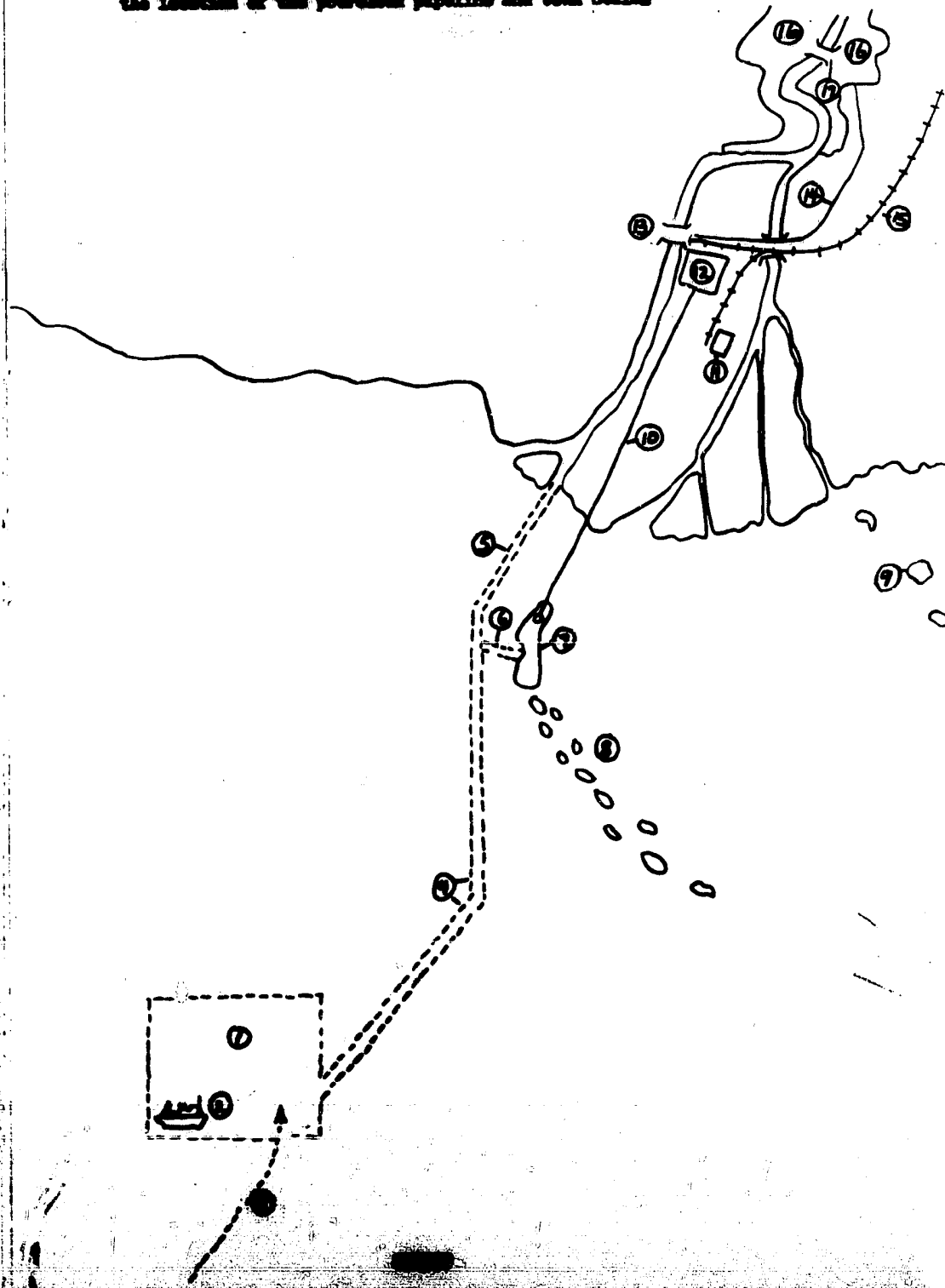
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Enclosure (A)

Sketch showing the Caspian Sea Roadstead, delta Ural River Delta and the location of the petroleum pipeline and town Sule.



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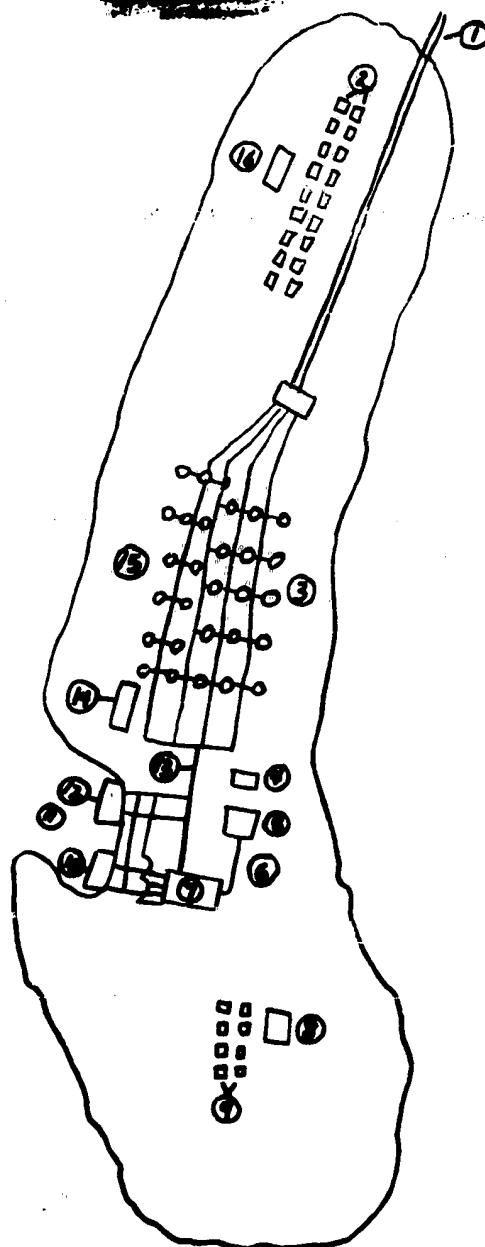
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Legend to Enclosure (A)

- 1 - Water area of Gar'yevsk maritime roadstead.
- 2 - Landing ship "Mary".
- 3 - Approach for the heavy-load barges of the "Reydtanker" shipping line for discharge of cargo.
- 4 - Maritime Division of sea-lanes of the Uralo-Caspian Canal
- 5 - River Division of river-ways of the Uralo-Caspian Canal (Inactive).
- 6 - Passage into Bol'shey Pyestnoy Island Cove
- 7 - Bol'shey Pyestnoy island
- 8 - The Pyestnoy Islands
- 9 - Rakushechnyye Islands
- 10 - Petroleum pipeline from Bol'shey Pyestnoy Island to Plant No. 441
- 11 - Oil depot for benzine and Kerosene.
- 12 - Plant No. 441 petroleum depot
- 13 - New railroad bridge, over which a railroad line to Astrakhan' is intended to be carried.
- 14 - Highway leading to town.
- 15 - Single-track railroad.
- 16 - Right bank and left bank sections of the town of Gar'yev.
- 17 - Town pontoon bridge.

ENCLOSURE (B)

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Legend:

1. Pipeline
2. Island village
3. 15 large reservoirs
4. Building containing chemical laboratory
5. Building containing boiler room
6. Pipe
7. Pump house
8. Light house
9. Light House village
10. Dock No 1
11. Harbor
12. Dock No 2
13. Main
14. Building containing office of 'The Eastern Shipping Company' (The Eastern Shipping Company)
15. 14 small reservoirs
16. Estate

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